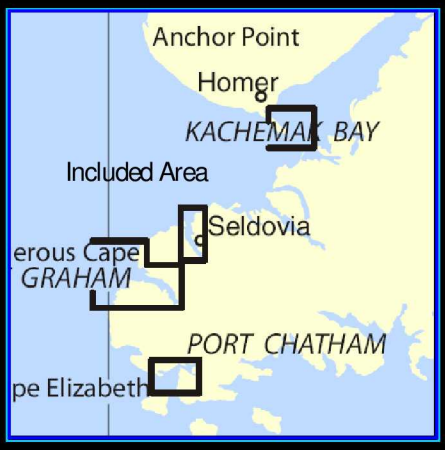
BookletChart™

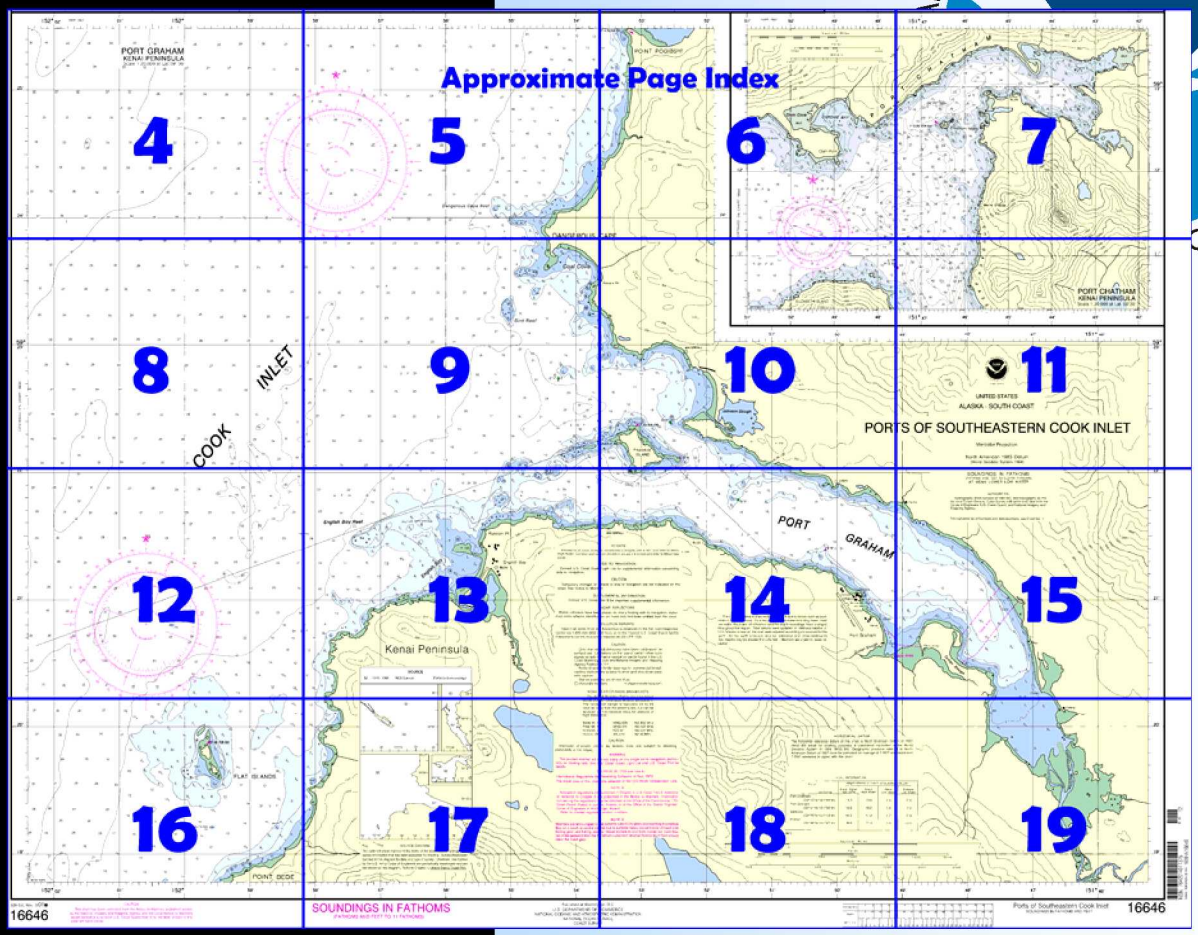
Ports of Southeastern Cook Inlet

(NOAA Chart 16646)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



NOAA — National Oceanic and Atmospheric Administration — Commerce

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

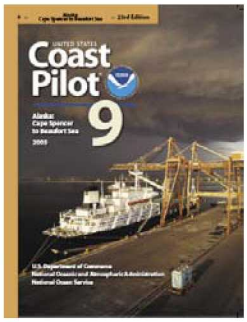
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 4 excerpts]

(1098) The safest time to enter Port Graham is at low water, and the preferred entrance is N of Passage Island. The chart is the guide. The route S of Passage Island should not be used by strangers. This entrance S of Passage Island is approached through a narrow unmarked channel over a rocky bar which bares in places and extends from N of Russian Point to Passage Island.

(1099) Rocks, bare at low water and marked by a daybeacon, are 250 yards W of the point on the N shore E of Passage Island. This is the worst danger in the entrance. The channel has a width of 250 yards between the rocks and the reef fringing Passage Island. On the outside, the shore of **Coal Cove** is fringed with kelp to a distance of 350 yards and should be approached with caution.

(1100) The only serious danger E of Passage Island is a narrow, submerged reef with kelp that extends halfway across Port Graham from the N shore 0.6 mile SE of Passage Island, and is marked at the S end by a buoy. Also, about 900 yards NW of a cannery wharf is a shoal that extends about 300 yards offshore and marked at its outer end by a daybeacon, and the cove SE of the wharf is shoal.

(1101) Temporary anchorage for a small vessel can be selected in the bight on the N shore, N of Passage Island, in 7 to 10 fathoms. This anchorage is exposed to a heavy swell in S or W weather. When inside Passage Island, better anchorage in 10 to 17 fathoms can be had in any part of Port Graham except the cable area about 0.9 mile ESE of the cannery wharf. One of the best is N or NE of the wharf, in 10 to 13 fathoms, sticky bottom. Although the Port experiences occasional williwaws in SE weather, they are not dangerous.

(1102) The diurnal range of tide is about 16.9 feet. Strong tidal currents, both ebb and flood, set across the mouth of the harbor, but there is little current at or inside of Passage Island. With opposing wind and current, heavy tide rips occur off and well N and S of the entrance to Port Graham.

(1105) **Port Graham** has a cannery and pier on the S side, 1.9 miles beyond Passage Island. The pier has a 100-foot face with 15 feet reported alongside; deck height 35 feet; one 1.5-ton fixed crane; and water in summer. There is a barge dock about 0.3 mile NW of the cannery pier. This second dock, used for log transfer, has a 150-foot face; 10 feet alongside; deck height, 30 feet. Port Graham Corporation owns both facilities and operates the cannery pier.

(1108) **Seldovia Bay,** 7 miles NE of Port Graham, is a secure harbor in any weather. There are several shoals covered less than 3 fathoms in the entrance, and the inner part of the bay is very shoal.

(1110) **Gray Cliff,** the E entrance point of Seldovia Bay, is a bare rock cliff 60 to 70 feet high and a good radar target for entering the bay. **Seldovia Bay Entrance Light** (59°27'08"N., 151°43'16"W.), 64 feet (19.5 m) above the water, is shown from a small house with a red and white diamond-shaped daymark at the S end of the cliff.

(1114) **Seldovia Bay Light 3** (59°26'33"N., 151°43'17"W.), 45 feet (13.7 m) above the water, is shown from a small house with a square green daymark off the end of Watch Point. Kelp-marked rocks with a least depth of ¾ fathom are between the light and the Seldovia waterfront to the S.

(1115) **Seldovia**, on the E side of Seldovia Bay just S of Watch Point, is a tourist and fishing town. It has several stores, lodging, a clinic, and churches. A police chief is in the town.

(1116) The channel to Seldovia is from 400 yards to 100 yards wide between the shoals and rocks that extend from either side of Seldovia Bay. These obstructions are marked by kelp at slack water in summer and fall, but the kelp tows under during the strength of the tidal currents. In June 2003, the marked channel had a controlling depth of 21.9 feet.

Anchorages

(1117) The best anchorage is in the middle of Seldovia Bay, 0.8 mile S of Seldovia Bay Light 3, in 9 to 10 fathoms, sticky bottom. It is well sheltered, except from strong S winds.

(1118) The diurnal range of tide is 18 feet at Seldovia. (See the Tide Tables for daily predictions.) The tidal currents have an estimated velocity of 2 to 3 knots.

(1122) **Seldovia Small-Boat Harbor**, about 0.2 mile S of City Pier, is protected by breakwaters. A light marks the end of the N breakwater. In June 2003, the controlling depth was 12 feet in the entrance channel then 12 feet in the basin with shoaling to 9 feet near the SW corner of the dredged basin. The SE half of the basin is locally maintained. The harbor provides moorage for about 150 vessels; some transient spaces are available. The **harbormaster** assigns berths. The harbormaster's office, at the N end of the small-boat harbor parking lot, monitors VHF-FM channel 16 and can be contacted by calling 907-234-7886. Water and electricity are available at the floats. A 102-foot and a 106-foot grid are in the basin on either side of the approach. A boat lift for

boats up to 48 feet, and a launching ramp are also in the basin approach.

Table of Selected Chart Notes

Corrected through NM Nov. 24/07
Corrected through LNM Nov. 13/07

Mercator Projection

North American 1983 Datum
(World Geodetic System 1984)

l information can be obtained at nauticalcharts.

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.263" southward and 7.596" westward to agree with this chart.

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

For Symbols and Abbreviations see Chart No. 1

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Bede Mt, AK	WNG-528	162.450 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Ninilchik, AK	KZZ-97	162.550 MHz
Homer, AK	WXJ-24	162.40 MHz

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

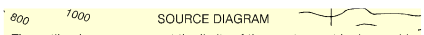
NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM



The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

50 NOTE B

Mariners are encouraged to use extreme CAUTION when approaching Kachemak Bay on a south or central course due to extreme heavy concentration of fixed crab fishing gear and fishing vessels. Vessel transits to and from Homer not more than two miles seaward from the 10 fathom curve from Anchor Point to Bluff Point should clear the fixed gear.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Port Chatham, Cook Inlet, AK	(59°13'N/151°44'W)	14.3	13.4	1.5
Port Graham, Cook Inlet, AK	(59°21'N/151°49'W)	16.9	16.1	1.6
Homer, Kachemak Bay, Cook Inlet, AK	(59°38'N/151°27'W)	18.1	17.3	1.6
Seldovia, Seldovia Bay, Cook Inlet, AK	(59°26'N/151°43'W)	18.0	17.2	1.7

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Nov 2007)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

To find SPEED, place one point of dividers on
right point on 60 and left point will then indicate

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

LOGARITHMIC SPEED SCALE

4 5 6 7 8 9 10 15 20 25 30 40 50 60

s on distance run (in any unit) and the other on minutes run. Without changing divider spread, place
ate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

1st Ed., Sep. 1909

PRINT-ON-DEMAND C
NOAA and its partner, OceanGrafix, offer this chart upd
and critical corrections. Charts are printed when ordere
Editions are available 5-8 weeks before their release as fr
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help@Nautica Charts.gov, or OceanGrafix at 1-877
help@OceanGrafix.com.

24' 151° 23' CONTINUED ON CHART 16645 22' 21'

APPROACHES TO HOMER
KACHEMAK BAY

Scale 1:15,000 at Lat. 59° 30'

Nautical Miles
Yards 500 0
Meters 500 0

MAGNETIC
VAR. 19°00 E (2007)
ANNUAL DECREASE 16'

B A Y

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

1st Ed., Sep. 1909

151° 23' CONTINUED ON CHART 16645 22' 21' 20'

APPROACHES TO HOMER HARBOR
KACHEMAK BAY
Scale 1:15,000 at Lat. 59° 30'

Nautical Miles
Yards
Meters

MAGNETIC
VAR. 19°00'E (2007)
ANNUAL DECREASE 16

Joins page 5

Joins page 10

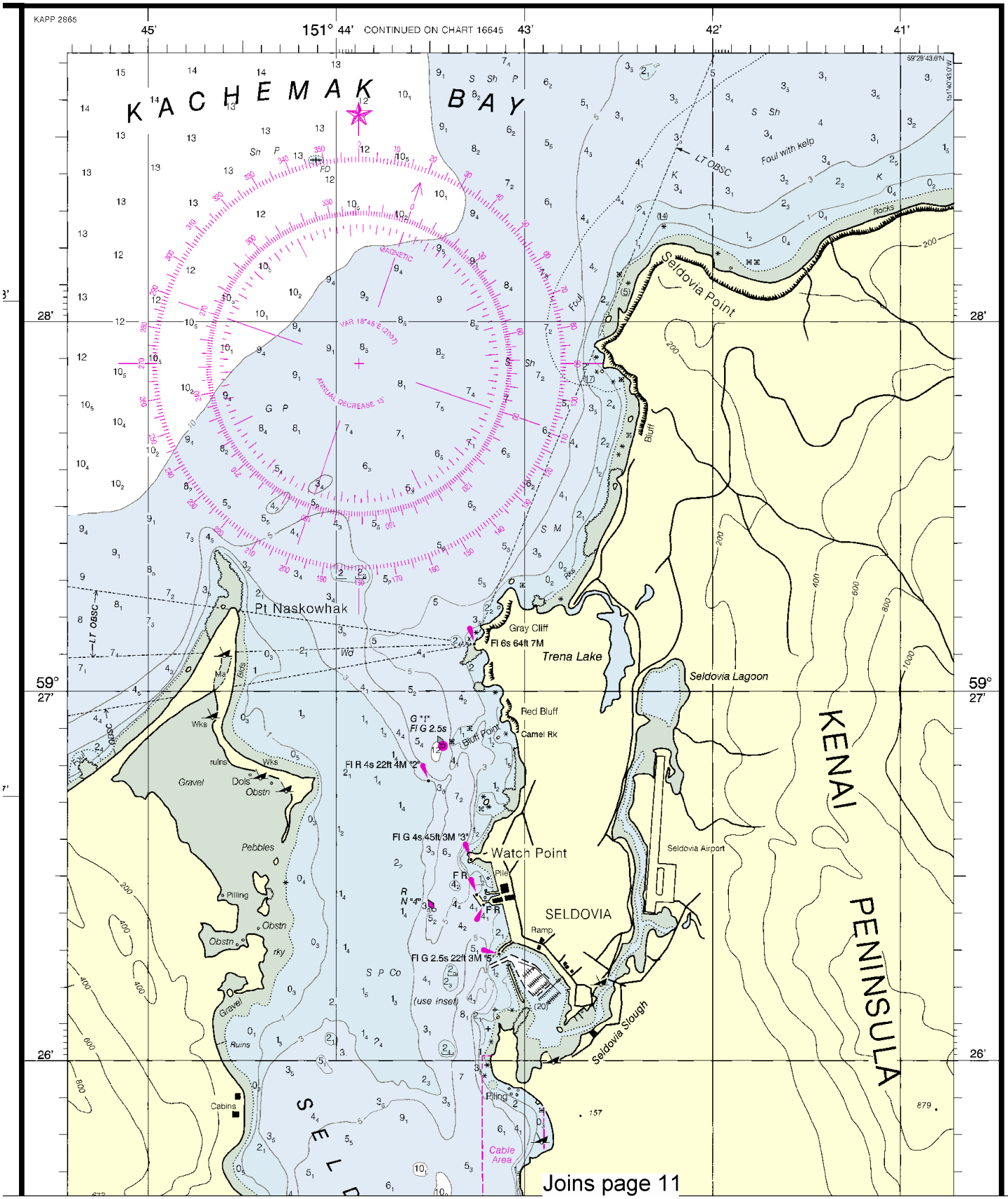
38'
37'

K B A Y

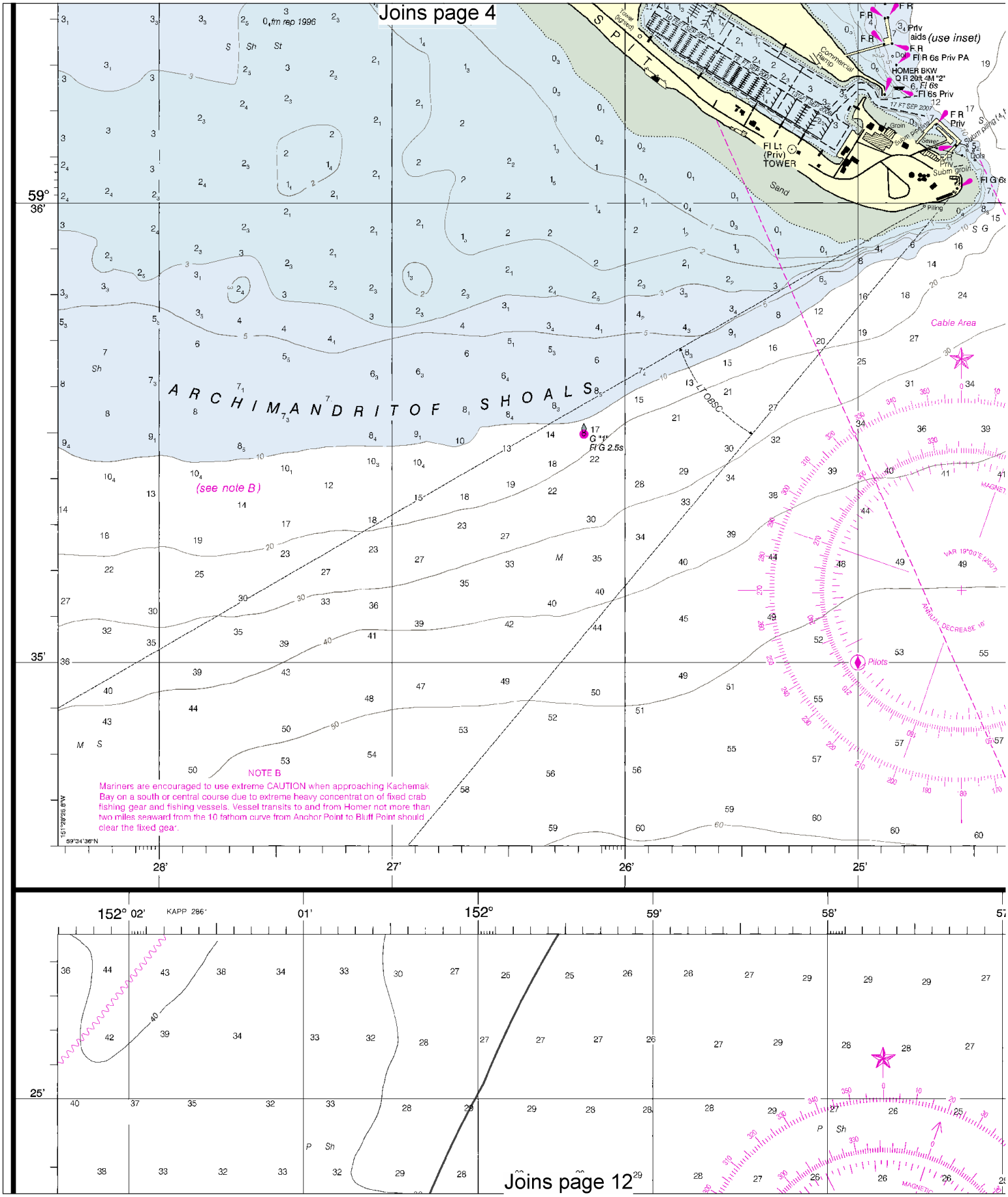
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.



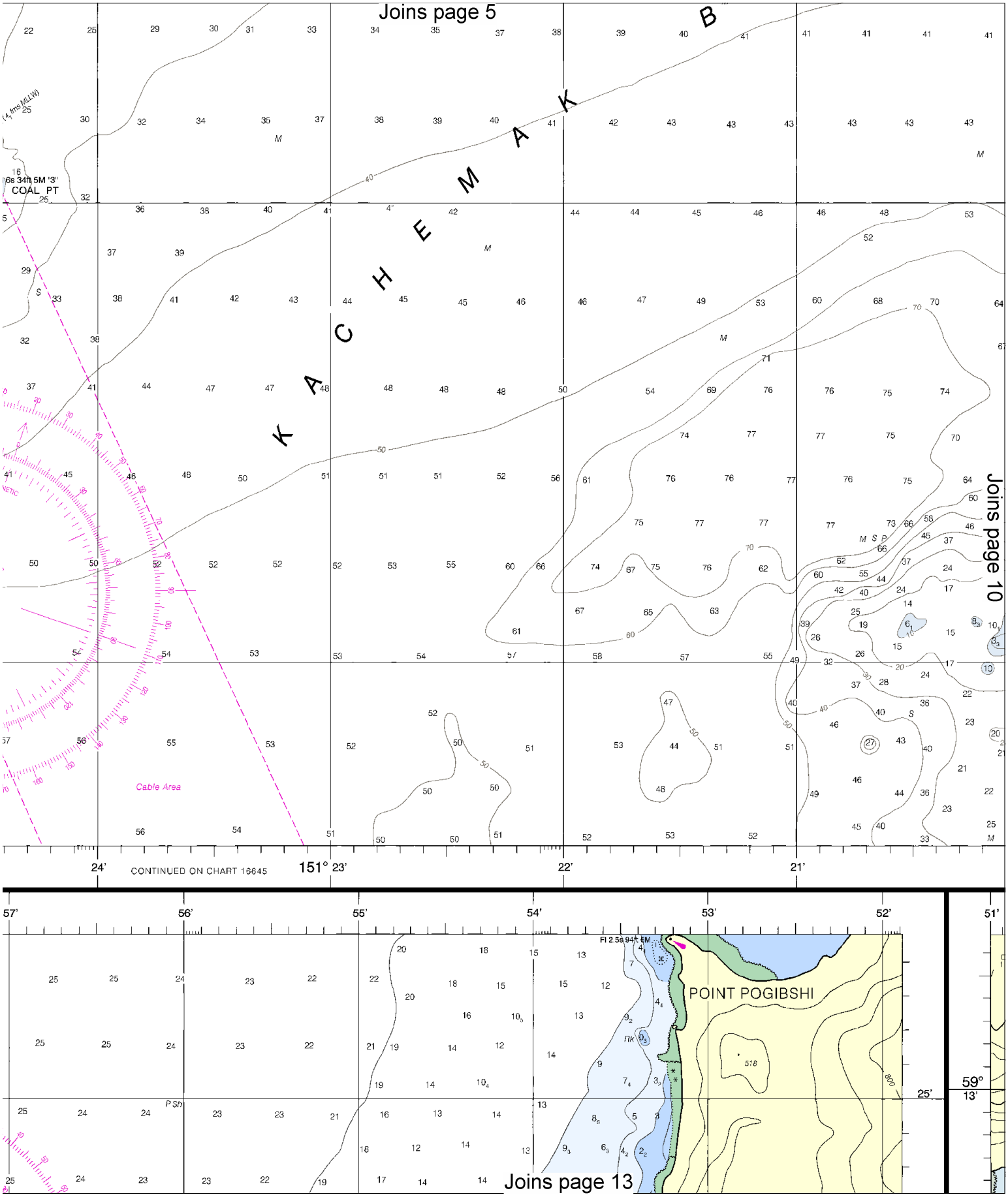
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

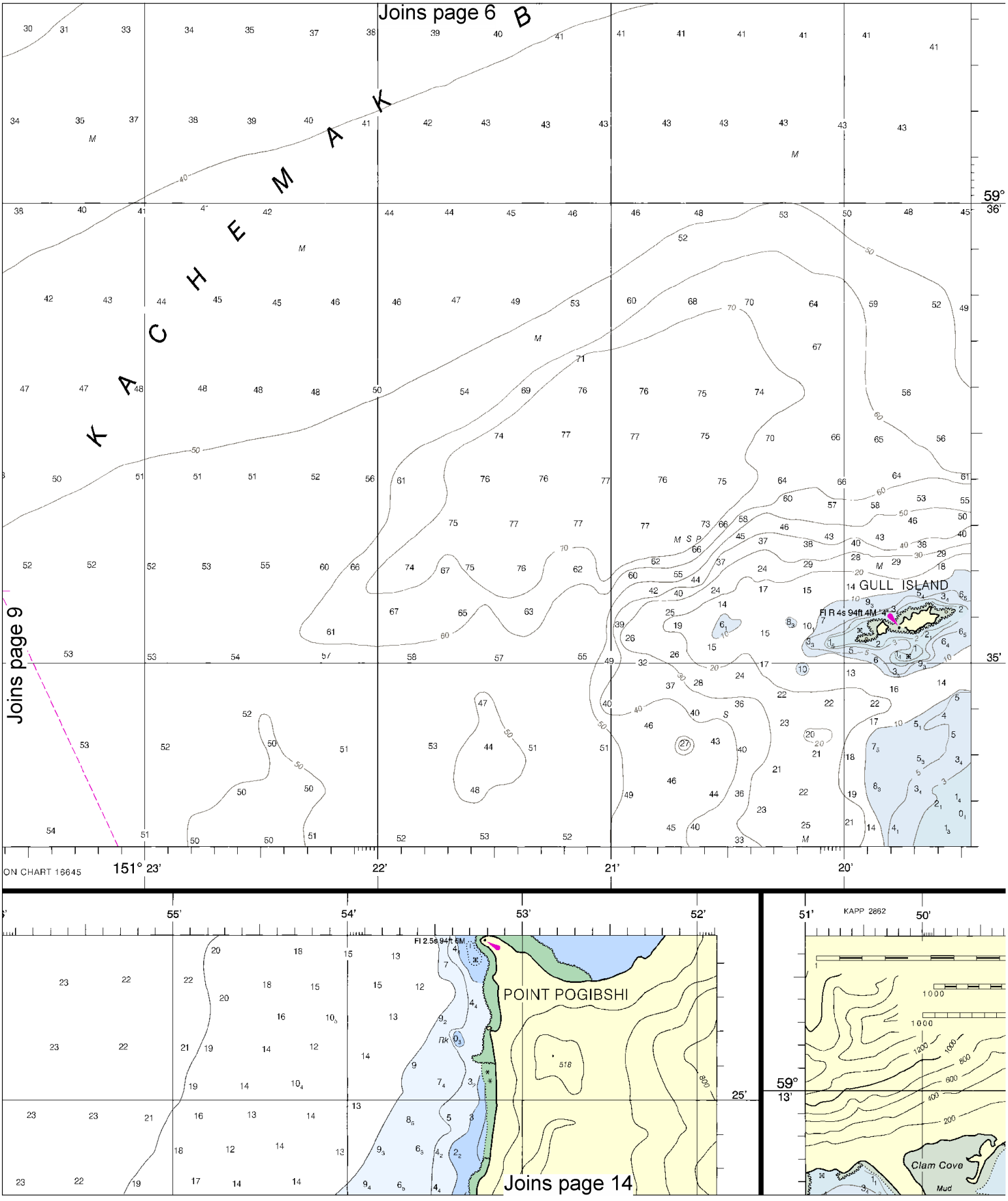
Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500

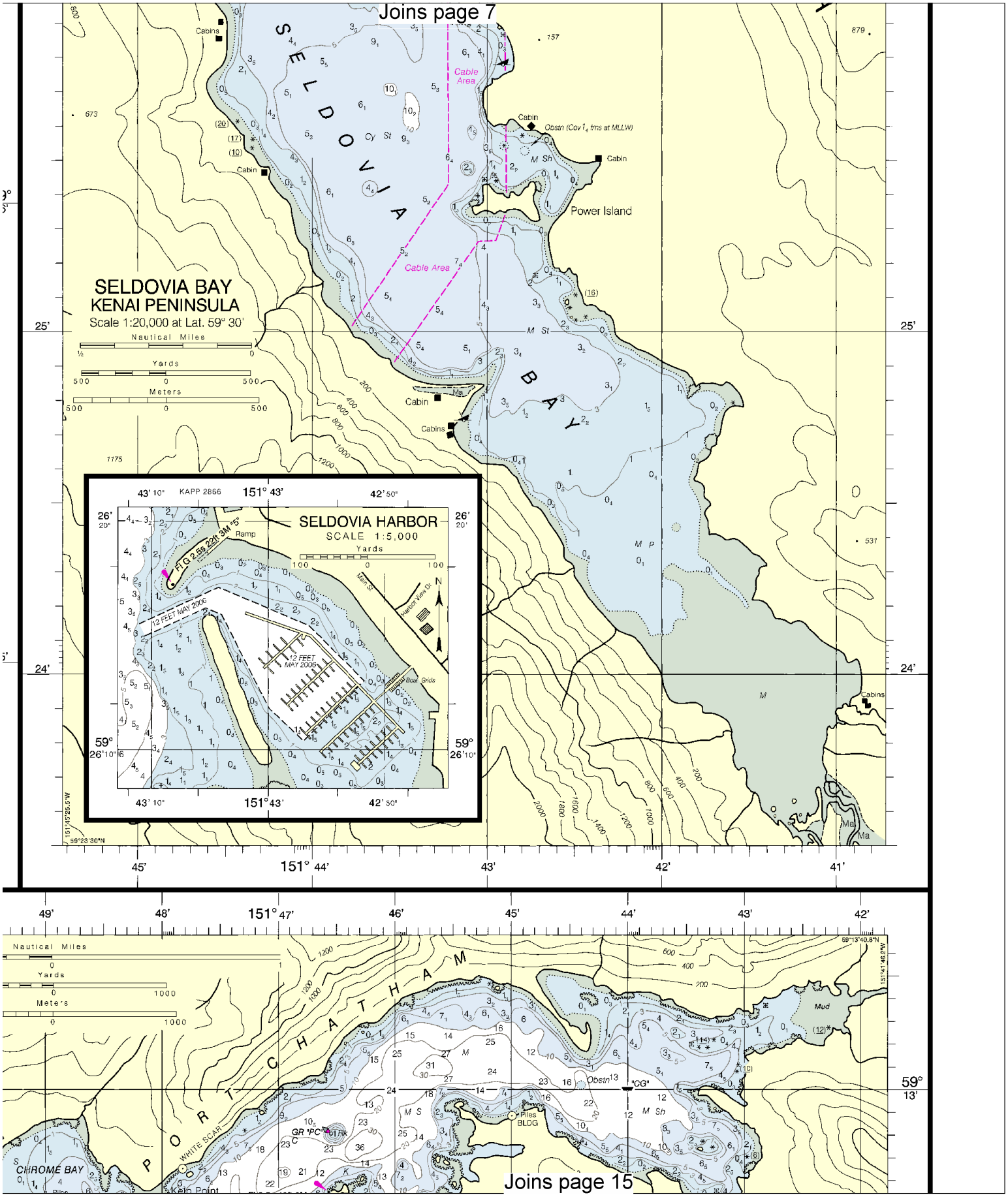

Joins page 5
KACHEMAK B
COAL PT
Cable Area
CONTINUED ON CHART 18645
24'
151° 23'
22'
21'
Joins page 10
57'
56'
55'
54'
53'
52'
51'
POINT POGIBSHI
59°
13'
25'
Joins page 13

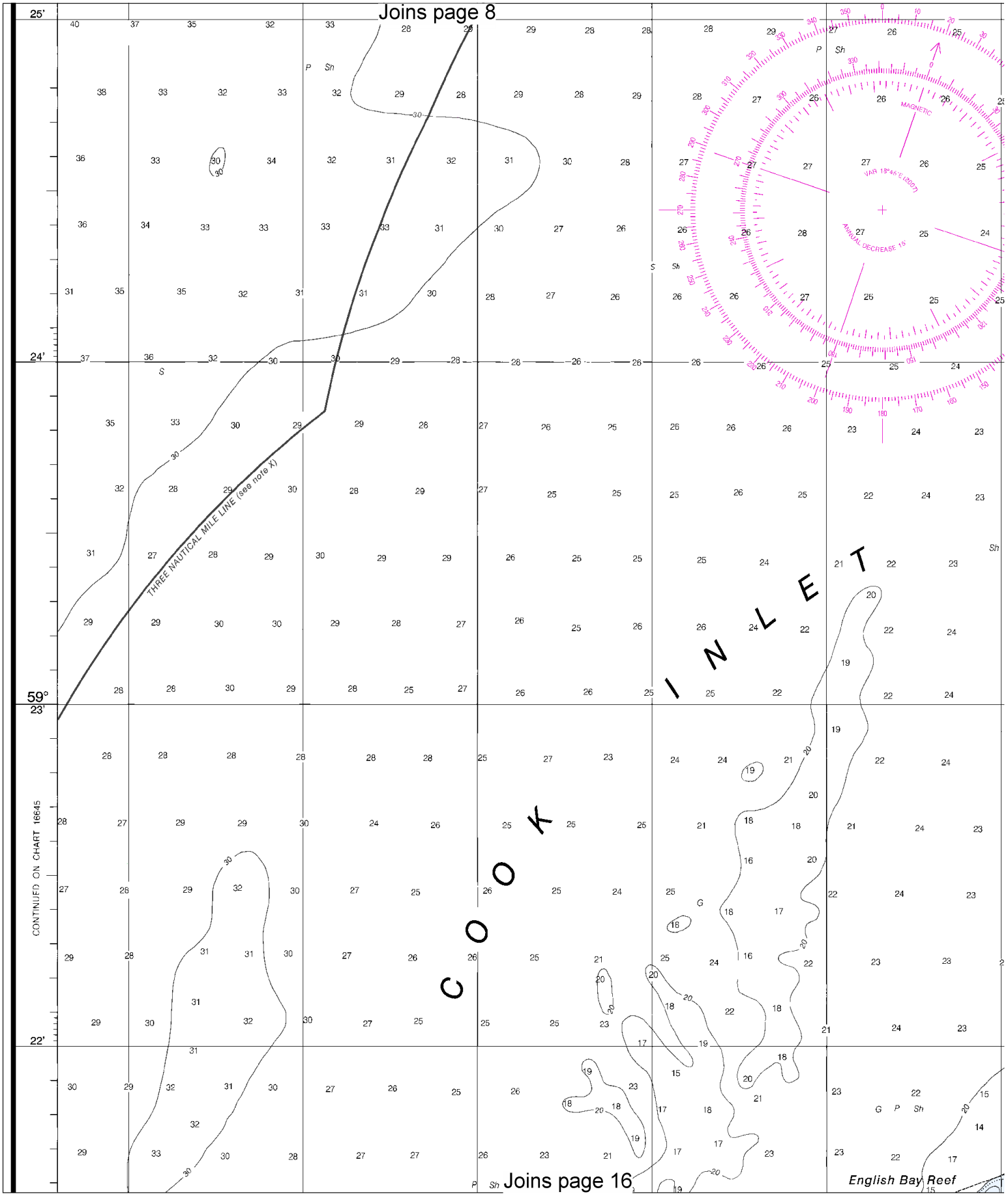


Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

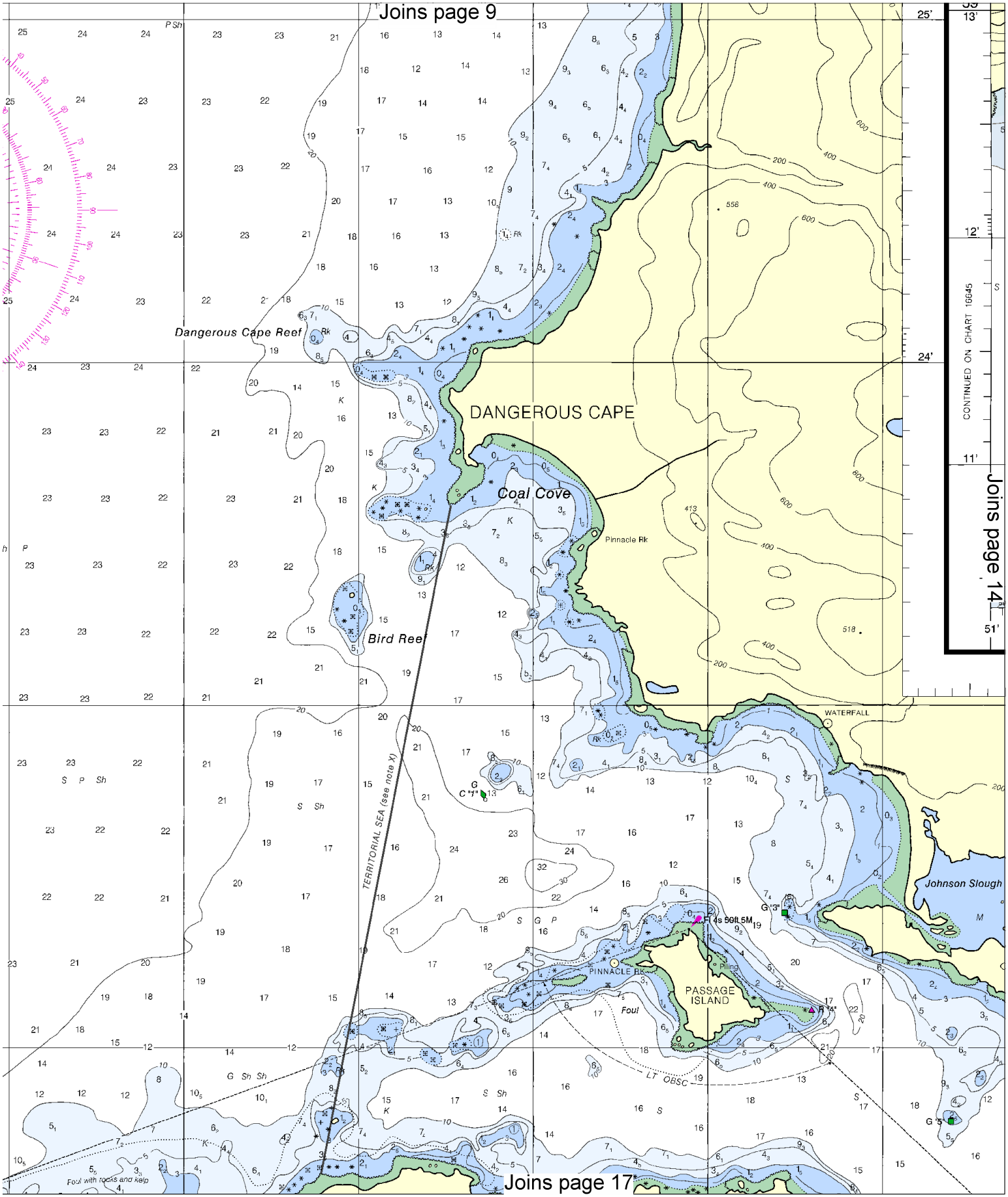

Joins page 7
SELDOVIA BAY
KENAI PENINSULA
Scale 1:20,000 at Lat. 59° 30'
Nautical Miles
Yards
Meters
SELDOVIA
Cable Area
Cable Area
Power Island
Cabin
Cabins
Obstn (Cov 1¼ fms at MLLW)
M Sh
M St
BAY
M P
SELDOVIA HARBOR
SCALE 1:5,000
Yards
FIG 2.5s 22ft 3M "S"
Ramp
12 FEET MAY 2006
12 FEET MAY 2006
Main St
Harbor View Dr
Boat Grids
N
43' 10"
KAPP 2866
151° 43'
42' 50"
26'
59° 26'10"
151° 44'
45'
43'
42'
41'
24'
25'
Joins page 15
PORT CHATHAM
CHROME BAY
Kelp Point
WHITE SCAR
GR "PC"
Piles
BLDG
Obstn
"CG"
Mud
49'
48'
151° 47'
46'
45'
44'
43'
42'
59° 13'

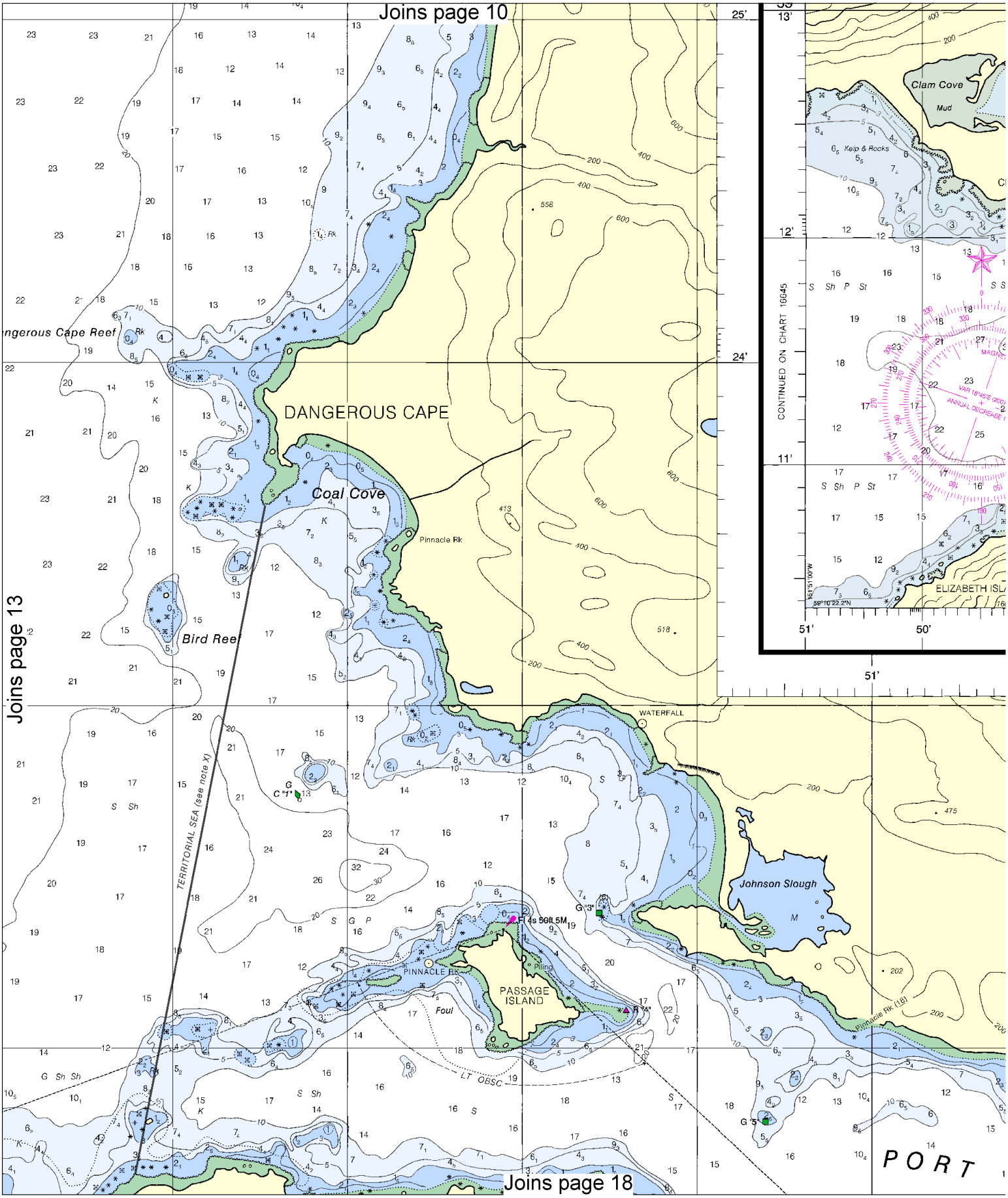


Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

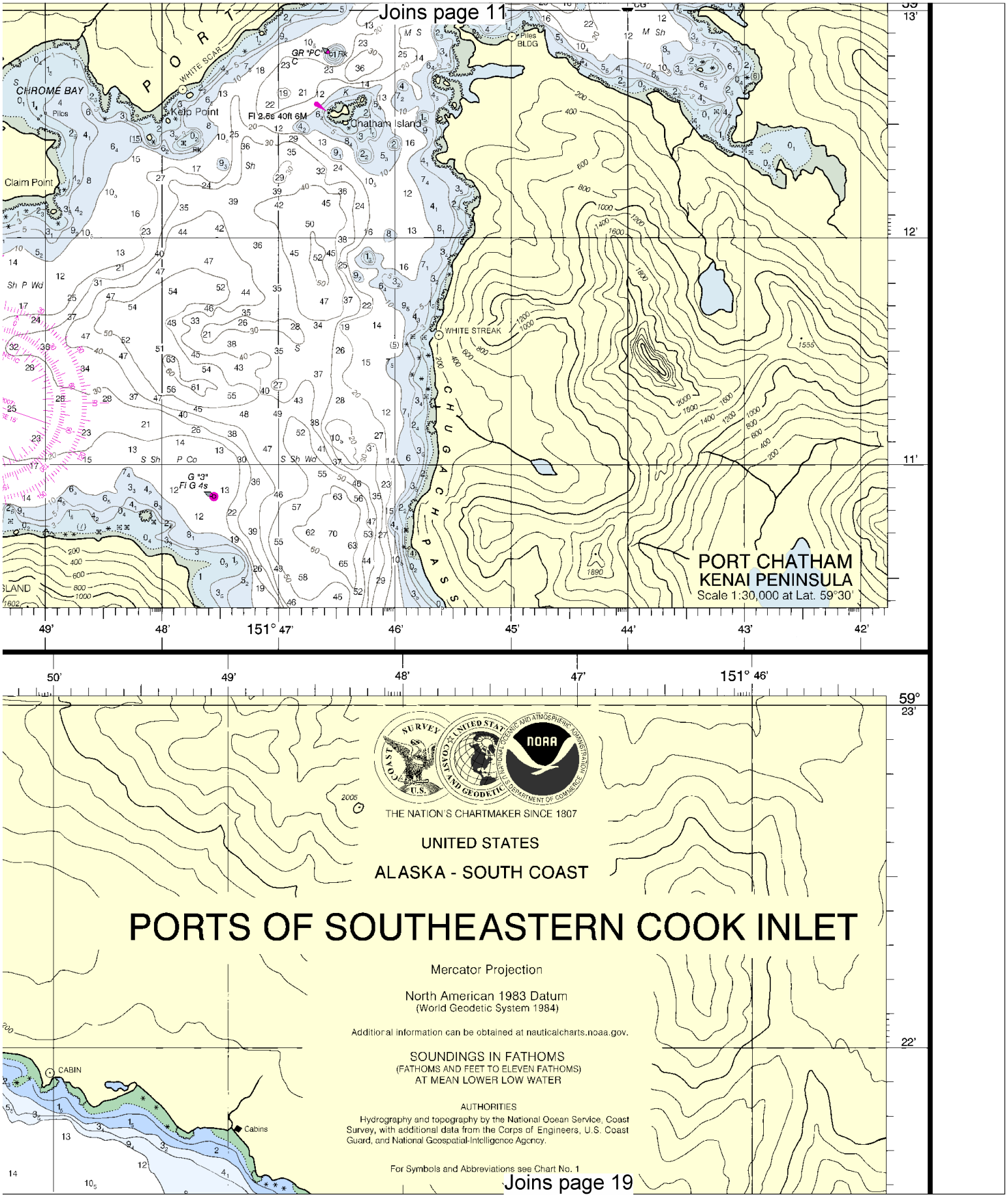

Joins page 9
Dangerous Cape Reef
DANGEROUS CAPE
Coal Cove
Pinnacle Rk
Bird Reef
WATERFALL
TERRITORIAL SEA (see note x)
Johnson Slough
PINNACLE RK
PASSAGE ISLAND
Foul
LT OBSC
Foul with rocks and kelp
CONTINUED ON CHART 16645
Joins page 14
Joins page 17



Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 11
PORT CHATHAM
KENAI PENINSULA
Scale 1:30,000 at Lat. 59°30'
CHROME BAY
Kelp Point
Chatham Island
Fl 2.5s 40ft 6M
Claim Point
WHITE STREAK
WHITE SCAR
CHUGACH PASS
G "3"
Fl G 4s
49'
48'
151° 47'
46'
45'
44'
43'
42'
13'
12'
11'
50'
49'
48'
47'
151° 46'
59°
23'
22'
THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES
ALASKA - SOUTH COAST
PORTS OF SOUTHEASTERN COOK INLET
Mercator Projection
North American 1983 Datum
(World Geodetic System 1984)
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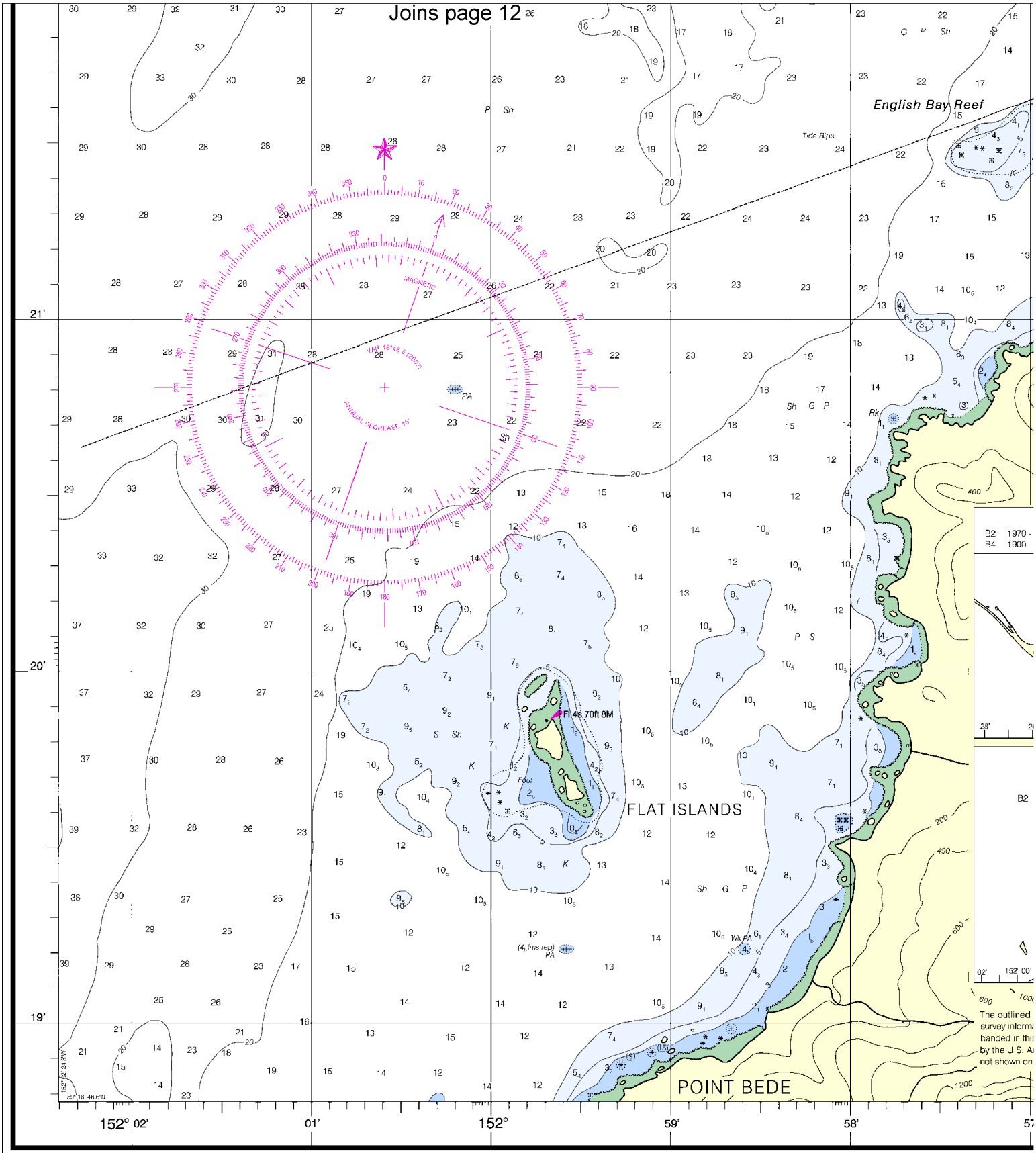
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and National Geospatial-Intelligence Agency.
For Symbols and Abbreviations see Chart No. 1
CABIN
Cabins
Joins page 19



13th Ed., Nov./ 07 ■ Corrected through NM Nov. 24/07
Corrected through LNM Nov. 13/07

16646

CAUTION

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SOUNDINGS

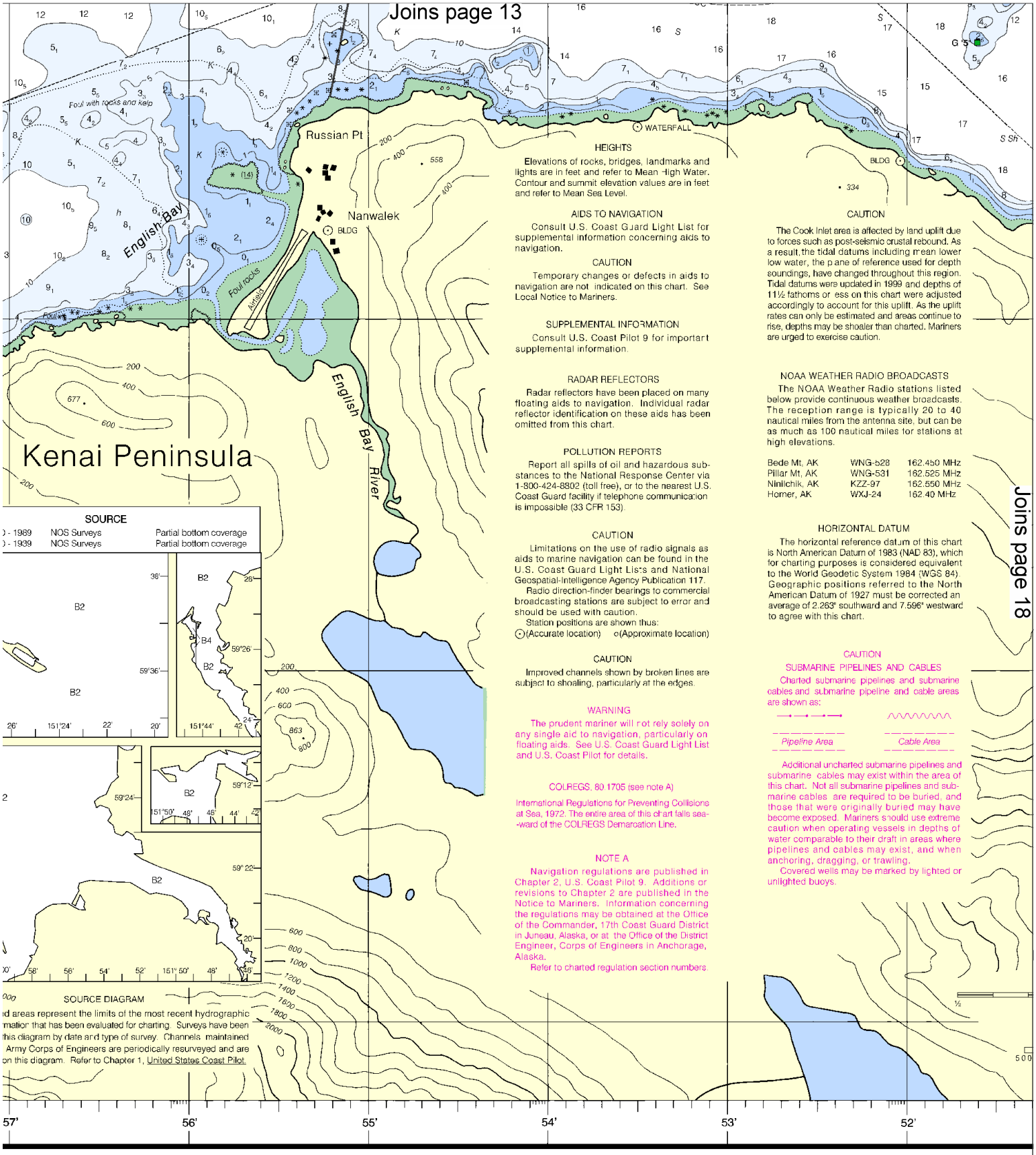
(FATHOMS AND FEET

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Joins page 13



HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

CAUTION

The Cook Inlet area is affected by land uplift due to forces such as post-seismic crustal rebound. As a result, the plane of reference used for depth soundings, have changed throughout this region. Tidal datums were updated in 1999 and depths of 11½ fathoms or less on this chart were adjusted accordingly to account for this uplift. As the uplift rates can only be estimated and areas continue to rise, depths may be shoaler than charted. Mariners are urged to exercise caution.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Bede Mt, AK	WNG-528	162.450 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Nikolchik, AK	KZZ-97	162.550 MHz
Homer, AK	WXJ-24	162.40 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.263" southward and 7.596" westward to agree with this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Joins page 18

SOURCE DIAGRAM

...d areas represent the limits of the most recent hydrographic ...rmation that has been evaluated for charting. Surveys have been ...this diagram by date and type of survey. Channels maintained ... Army Corps of Engineers are periodically resurveyed and are ...on this diagram. Refer to Chapter 1, United States Coast Pilot.

...S IN FATHOMS
...ET TO 11 FATHOMS)

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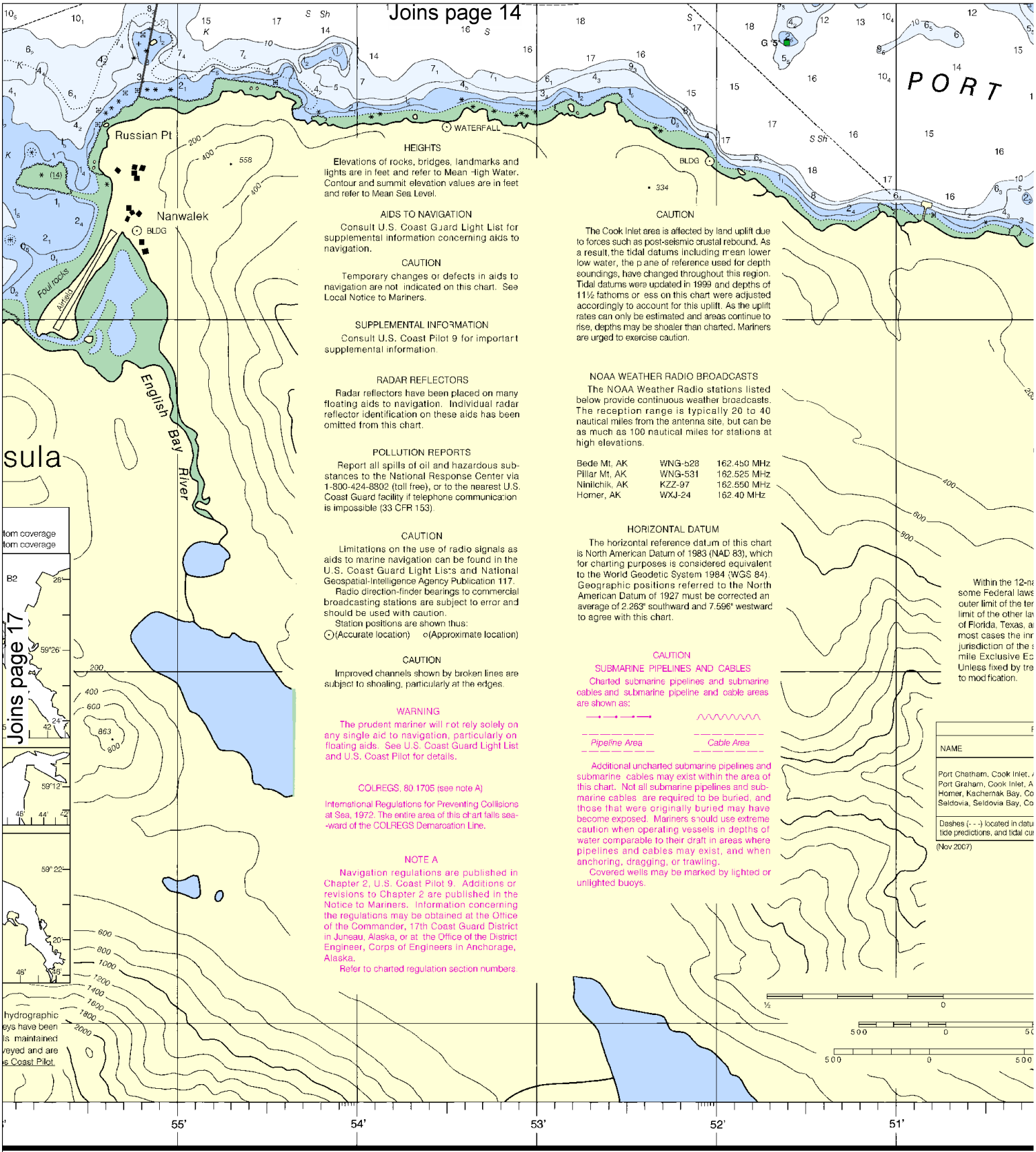
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

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Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

CAUTION

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WARNING

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Refer to charted regulation section numbers.

CAUTION

The Cook Inlet area is affected by land uplift due to forces such as post-seismic crustal rebound. As a result, the tidal datums including mean lower low water, the plane of reference used for depth soundings, have changed throughout this region. Tidal datums were updated in 1999 and depths of 11½ fathoms or less on this chart were adjusted accordingly to account for this uplift. As the uplift rates can only be estimated and areas continue to rise, depths may be shoaler than charted. Mariners are urged to exercise caution.

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Covered wells may be marked by lighted or unlighted buoys.

Within the 12-na
some Federal laws
outer limit of the ter
limit of the other law
of Florida, Texas, a
most cases the inn
jurisdiction of the s
mile Exclusive Ec
Unless fixed by tre
to modification.

NAME
Port Chatham, Cook Inlet, A
Port Graham, Cook Inlet, A
Homer, Kachemak Bay, Co
Seldovia, Seldovia Bay, Co

Dashes (- - -) located in datu
tide predictions, and tidal cu

(Nov 2007)

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

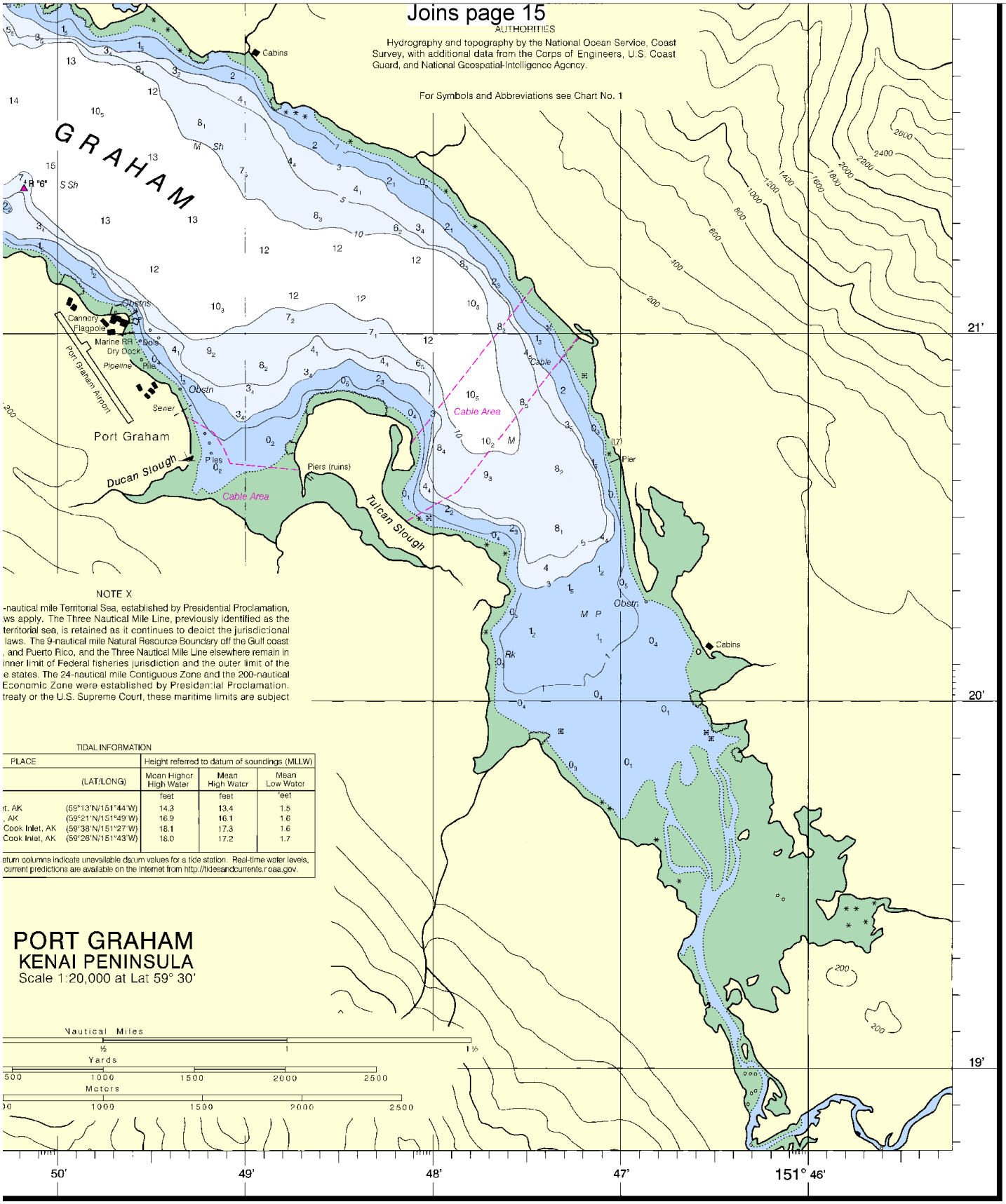
Yards
500 0 500 1000 1500 2000 2500

Joins page 15

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

For Symbols and Abbreviations see Chart No. 1



NOTE X

-nautical mile Territorial Sea, established by Presidential Proclamation, ws apply. The Three Nautical Mile Line, previously identified as the territorial sea, is retained as it continues to depict the jurisdictional laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast , and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in inner limit of Federal fisheries jurisdiction and the outer limit of the e states. The 24-nautical mile Contiguous Zone and the 200-nautical Economic Zone were established by Presidential Proclamation. treaty or the U.S. Supreme Court, these maritime limits are subject

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
t, AK	(59°13'N/151°44'W)	14.3	13.4	1.5
, AK	(59°21'N/151°49'W)	16.9	16.1	1.6
Cook Inlet, AK	(59°38'N/151°27'W)	18.1	17.3	1.6
Cook Inlet, AK	(59°26'N/151°43'W)	18.0	17.2	1.7

atum columns indicate unavailable datum values for a tide station. Real-time water levels, current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

PORT GRAHAM
KENAI PENINSULA
Scale 1:20,000 at Lat 59° 30'

Nautical Miles ½ 1 1½
Yards 500 1000 1500 2000 2500
Meters 1000 1500 2000 2500

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Ports of Southeastern Cook Inlet
SOUNDINGS IN FATHOMS AND FEET

16646

ED. NO. 13
NSN 7642014011375 NGA REFERENCE NO. 16XHA16646

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700
Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.